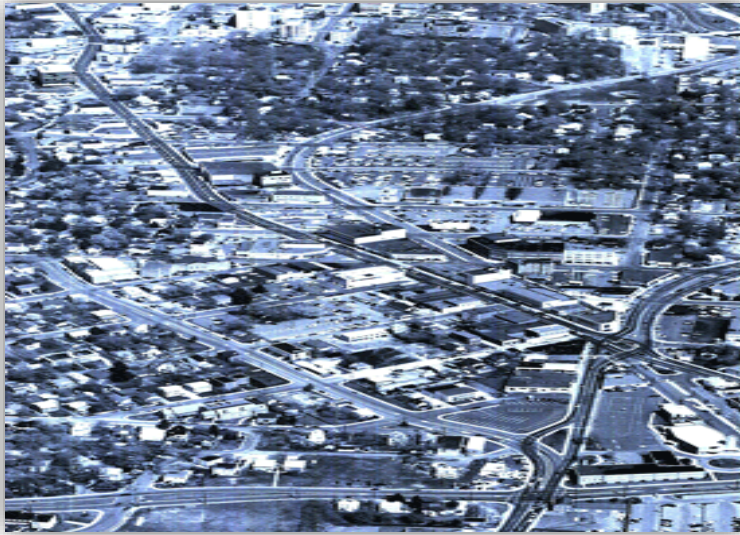


R-B CORRIDOR 1970



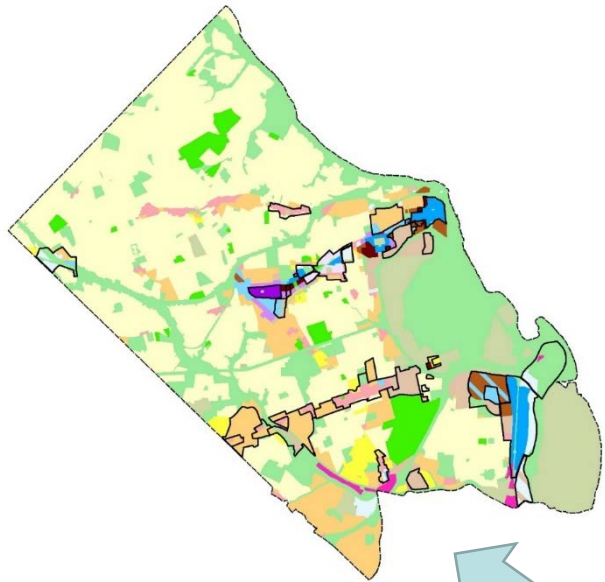
R-B CORRIDOR TODAY



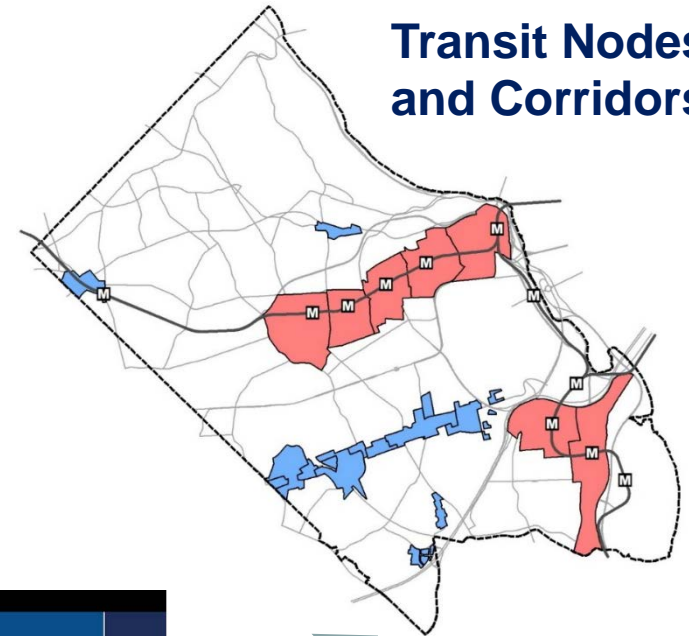
Accommodating Freight Deliveries in Arlington's Rosslyn-Ballston Corridor

October 31, 2017

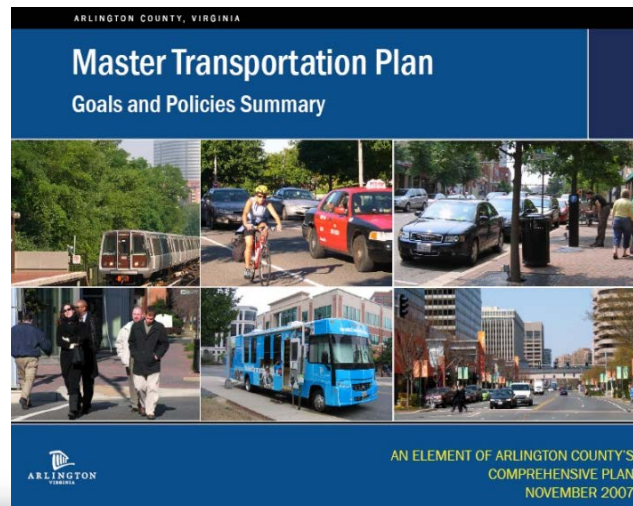
Coordinating Land Use and Transportation



General Land Use Plan



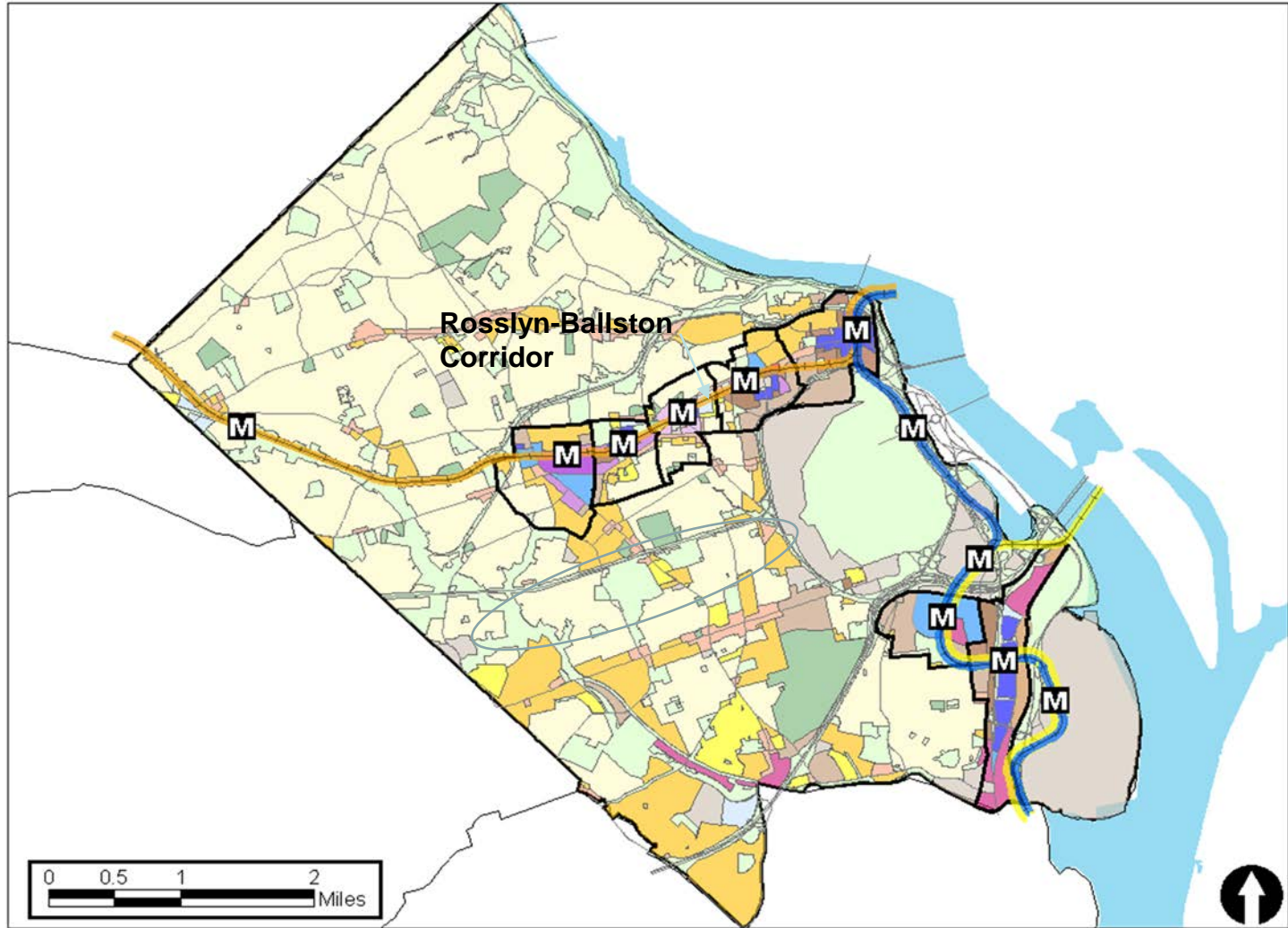
Transit Nodes and Corridors



Comprehensive Plan

Master Transportation Plan

Rosslyn-Ballston Corridor

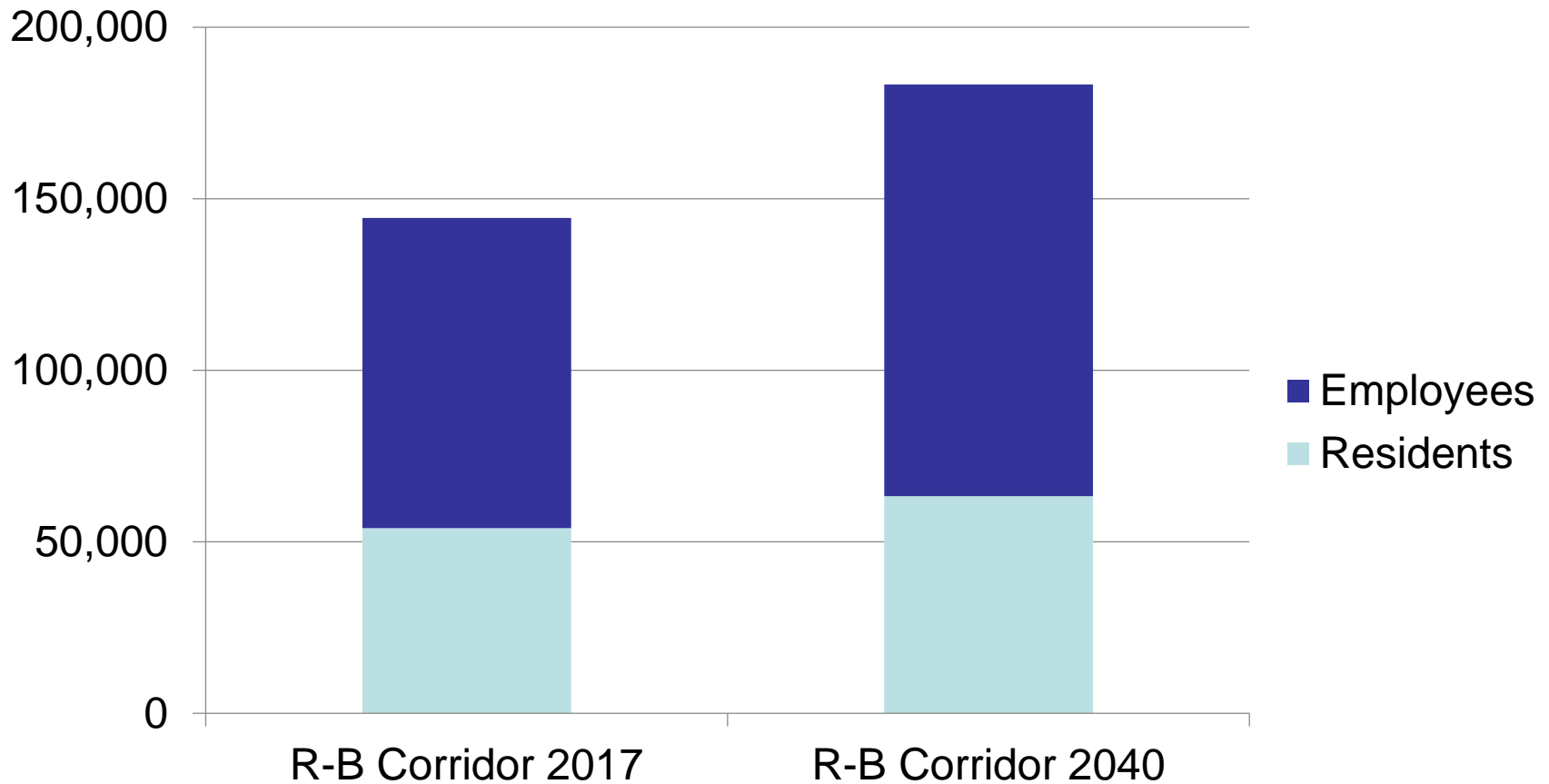


Development Concepts



- Concentrate high and mid-density redevelopment around transit stations (highly targeted) and taper down to existing neighborhoods
- Encourage a mix of uses and services in station areas
- Create high quality pedestrian environments and enhanced open space
- Preserve and reinvest in established residential neighborhoods

R-B Corridor Population & Employment



R-B Corridor Development Profile*

Use	Existing	Under Construction	Approved but not started
Residential	33,080 units	1,060 units	4,920 units
Office	22.72 million sf	1.46 million sf	3.60 million sf
Retail	3.2 million sf	.04 million sf	.38 million sf
Hotel	3,850 rooms	170 rooms	350 rooms

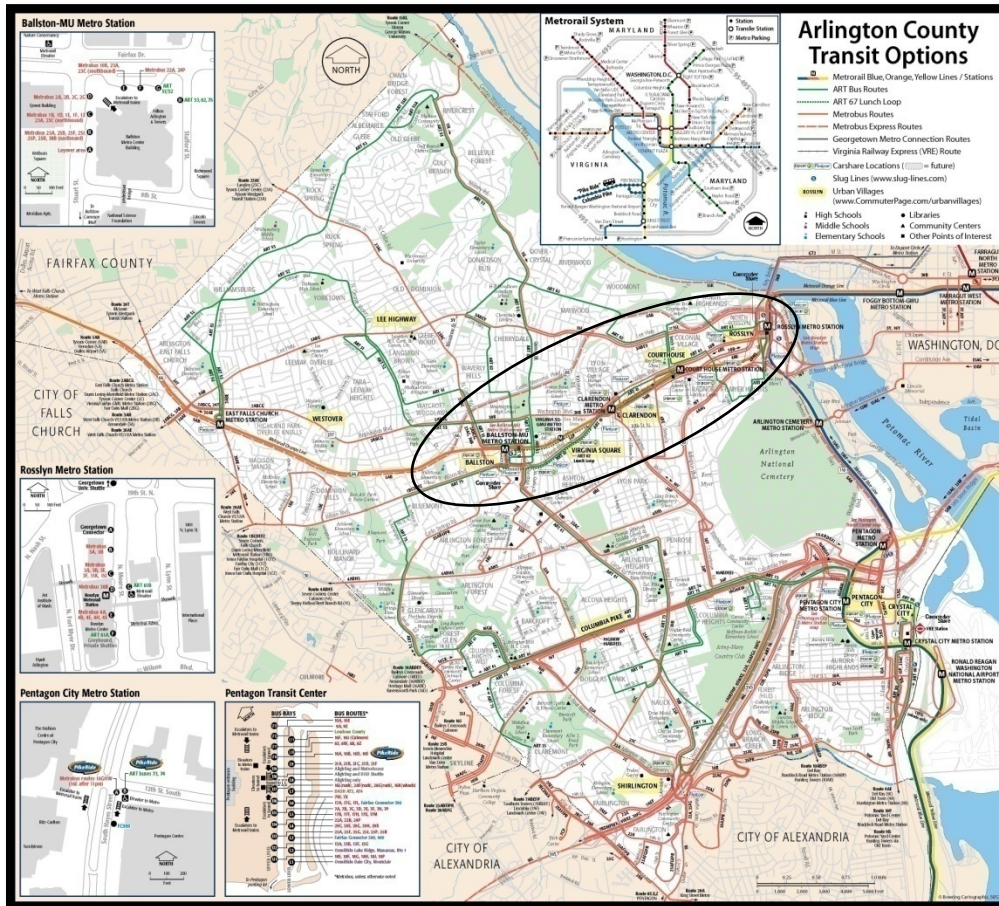
**Arlington Department of Community Planning, Housing and Development as of July 1, 2017*

Strategies to Influence Travel



- Concentrate mixed use development around transit stations
- Create environments rich in travel choices including the creation of new streets and alleys
- Time transportation improvements to development
- Provide comprehensive travel information and encouragement
- Expand development-specific TDM requirements
- Increase focus on parking management (supply and pricing)

Transportation in the R-B Corridor



- Five Metrorail Stations served by the Orange and Silver Line (Blue Line Service in Rosslyn)
- Extensive Metrobus (10 lines), ART (11 lines) and commuter bus service (anchored by Ballston and Rosslyn)
- Extensive fixed-point and floating carshare services
- Growing Uber and Lyft presence
- Over 35 Capital Bikeshare stations
- Over 3,000 on-street metered parking spaces
- Full sidewalk network and growing network of on-street bike facilities linked to the regional trail system

Creating Environments Rich in Travel Choices



- Site Plan Development
- County Infrastructure Investments
- Expanded Transit Service
- Support for Emerging Travel Options

- Site Plan/Use Permit Development
 - Require off-street loading and trash pick-up for all special exception projects
 - Locate access for this function along with garage access on secondary streets
 - Require parking and loading management plans



N. Scott Street - Courthouse



12th Street North - Clarendon

Off-Street on New Streets / Alleys

- Larger block developments
 - Plan and coordinate the design and implementation of new connecting streets and alleys through sub-area plans and development approvals
 - Locate new loading and parking access from these new connections



Troy Street - Courthouse



Market Common Alley - Clarendon

- Paid parking with time limits on commercial and mixed-use streets
- Designated loading zones where appropriate
- Residential permit parking to protect neighborhood streets



Clarendon Blvd. – Market Common



Wilson Blvd. - Clarendon

On-Street Management Challenges



- Limited curb-space within certain areas of the corridor with intense competition for curb use – transit stops, car-sharing, cross-walks, paid parking, vending, loading zones
- Freight deliveries adversely impacting – bus stops, cross-walks, bike lanes, travel lanes and intersection safety

Areas for Further Development to Address Freight Deliveries



- Detailed curb space inventory of use designations – started in Rosslyn
- Evaluation of curb space use by time of day-day-of week
- Development of curb space use priorities
- Possible time-of-day and day-of-week curb space designation for deliveries



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